Joint Transportation Commission and Alexandria Mobility Plan Advisory Committee (AMPAC)

September 29, 2021

7:00 PM
Virtual Meeting

<u>AGENDA</u>

1. Electronic Meeting Notice (see next page)

2. Public Comment (Not to exceed 10 min)

3. Approval of Minutes

   - May 26, 2021 AMPAC Meeting
   - June 16, 2021 Transportation Commission Meeting

4. **Action Item: Consideration of Endorsement of the Alexandria Mobility Plan – Public Hearing**

   - Adjournment of AMPAC meeting

5. **Action Item: Consideration of Endorsement of the Arlandria-Chirilagua Small Area Plan Update**

6. **Action Item: Consideration of Endorsement of Proposed Changes to the Dockless Mobility Program**

7. **City Budget Priorities and State Legislative Package**

8. **Action Item: Consideration of Letter of Support for the Transit Ridership Incentive Program (TRIP)**

9. **Action Item: Electronic Meeting Policy Adoption**

10. **Commissioner Updates**

11. **Items for Consent**
    - New Dash Network and Fare Free
    - Grants Update
    - King Street Metro
    - Duke Street in Motion

12. **Other Business**
    - October Joint Environmental Policy Commission (EPC) Meeting
    - Transportation Commission FY21 Annual Report

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov in advance of or after the meeting.

Next Meeting: October 20, 2021

1. Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the September 29, 2021 meeting of the Transportation Commission is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3) and the Continuity of Government ordinance adopted by the City Council on June 20, 2020 to undertake essential business. All of the members of the public body and staff are participating from remote locations through a Zoom Webinar. This meeting is being held electronically, unless a determination is made that it is safe enough to be held in person in the City Council Workroom at 301 King Street, Alexandria, VA. Electronic access will be provided in either event. The meeting can be accessed by the public through:

The following Zoom link:

https://zoom.us/s/91329890257

Webinar ID: 913 2989 0257
Passcode: 719632

Or join by phone:
301 715 8592
Passcode: 719632

Public comment will be received at the meeting. There will be a public comment period at the beginning of the meeting and written testimony can be provided until 3PM on 9/29/21 to Megan.Oleynik@alexandriava.gov

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.

AMPAC Meeting Summary 5/26/2021

Attendance

Advisory Committee Members

Transportation Commission: Casey Kane (CK), Melissa McMahon (MM), John Goebel (JG), Bill Pugh (BP), Bruce Marsh (BM), Oscar Gonzalez (OG)

Debby Critchley (DC), Representing Persons with Disabilities and West End Business Association

Staff

Jen Slesinger (JS), Principal Planner

Chris Ziemann (CZ), Division Chief, Transportation Planning

Sharese Thomas (ST), Transportation Planning

Consultant Team

Nick Addamo (NA), Kimley-Horn

Other

Sofia Evison (High school student, T&ES shadow)

Members of the Public

Charles Bailey, Carolyn Griglione

Public Comments

- No public comments.

Summary of Discussion

- BP: appreciates work that went in by staff and consultants, including outreach efforts to stakeholders and the public. Draft plan document and appendices are engaging and nicely designed.
- JS: Thanks to AMPAC for volunteering time to review and provide comment on the draft plan document.

January Draft Meeting Summary

- Approved

Planning Process Recap and Next Steps

- No comments

Draft Plan Release & Feedback Summary/Discussion

- OG: Do you have a breakdown of the number of feedback forms taken in Spanish?
    - JS: Two feedback forms were completed via the Spanish version
- BP: Lowering transit fares prompt: was this new this time?

- o NA: Yes, a similar question did not exist in the Fall feedback form
- OG: Where did the "Other" suggestions come from?
  - o JS: 10% of respondents selected "Other" for this question and provided open-ended comments, some of which are listed on the screen

Open-Responses Themes from Feedback Form

- OG: Theme #3 goes against many City policies and plans. How to reconcile this is tricky, unless you draw a line in the sand. Vision Zero, Complete Streets, the Environmental Action Plan, and many others are significant City plans that go against this comment theme.
  - o JS: It is a balance. We recognize that people do need to drive, and the City is investing in things such as smart mobility to improve traffic flow, but we do have a safety mentality and other goals beyond that – making travel less stressful for those who want/need to drive, while also making other options easier for other people.
- MM: We need more productive angles, keeping in mind that these open ended comments are a fraction of the total feedback – an angle of how we use targets, metric, and data to support decision making. We have a lot of City goals and this plan has to help implement those goals. Lots of people drive today, which is a chicken and egg problem – many people drive because they have no reasonable alternative for their trips. Across the city there is lots of variation in how people live and where people live, and the infrastructure and options available to them. The contention that traffic and congestion is a huge issue in Alexandria has to be based on experience and data. Also, there is a whole realm of literature and philosophy that says congestion is not bad for some of the outcomes we care about – slower moving cars kill less people than fast moving cars. There is lots of expectation-setting that can be done, and to better establish what performance is expected on a given roadway – some parts of town can be very high-performing for pedestrians and cyclists, so people walking and biking use them more and people driving use them less, for example. We should use data better to know what is working and not working, and not be clouded by individual anecdotal experiences.
- BP: Likes that suggestion to use more data
  - o JS: Trying to link up with Strategic Plan targets as much as possible and update those in tandem.
- BM: Zip code slides – kudos for outreach efforts. Looking at where responses came from – two West End zip codes. Where do you feel you are with getting representative feedback for lower response areas?
  - o JS: There are so many different issues going on, it is hard to get peoples' attention around this. We had many conversations/interactions at pop-up events, but many people did not follow up via feedback form afterwards. We will continue to pursue outreach as projects advance in future processes.

Discussion

- CK: I like what you have done so far in taking feedback and thinking about next steps. Agree somewhat with recasting Smart Mobility chapter to incorporate congestion management and cut through traffic. One thing while reading through the feedback and comments – there was a perceived issue that somehow we are not communicating well. When you look at initial outreach efforts for any project, there is a fundamental problem with citizens not engaging until it is an issue on their curb, long after the planning process, and things are ignored until then.

Concerned that this effort of trying to communicate is going to bog down everything we try to do if we try to reach every single citizen. We need to make sure there is a balance as we go forward – give people to opportunity to comment, and if they choose not to, that doesn't mean it is a bad project.

- o JS: This is a problem with urban planning everywhere, trying to strike that balance is difficult. Ground campaigns from the public tend to get stronger when projects get more specific, not so much during the planning phase.
- o CK: Regarding communication, it might help to be more descriptive of what the related City plans are and how they speak to what the City will move forward with. An educational component of plan might be missing – inform people how this all ties together, for example, making traffic lights better for vehicles conflicts with making things better for pedestrians
    - ▪ JS: Staff is taking about messaging for these issues and it is something the City would like to do

- OG: Continue to tie back to other City plans and efforts that support the AMP. Set an overarching foundation that the City is trying to accomplish it through stronger descriptions of related plans
    - o JS: More detailed related plan language was included in past iterations but was cut out for a manageable document size
- MM: based on this round of public comment, the feedback form and open ended comments, I saw such a push-pull of the two major views in the city. If you ask anyone in person in an on-the-street interview to pick between the two, nobody would do that because most people do both things (drive and walk). City and consultants must be walking the line well – not a lot of changes I would recommend making now because it is striking that balance, which does not mean meeting everyone's' needs. My hope, maybe a goal that we need to explicitly vocalize, is to help community members understand that we can get both things by doing good street design (improving pedestrian experience AND vehicular experience). Lots of anti-bike lane comments, but data shows that protected bike lanes are better for cars too because predictability is better for all users. Not every one of these issues is an "I win, you lose" issue, but a combination that can make everyone's experience better. Strive to talk in those terms and design streets in those terms.
- MM: Disappointed in the language used in open ended comments. A lot of dismissiveness, accusing the City/elected officials of malice of intent.
- MM: The plan's emphasis on data continues to be important, aligning goals and standards of performance with other plans. Vision Zero Action Plan has measures, we need to collect and report data but make sure it is useful for folks and transparent.
    - o JS: Vision Zero report just published on City website, includes data and plans for going forward
- MM: Comments about connecting Alexandria investments with neighbors – connecting networks so they don't just end at the borders. Need to coordinate regionally with other processes such as stormwater mitigation – many layers to think about when considering the effectiveness of the new work that we do. The plan does a good job emphasizing these overlaps
- BM: Echo Melissa on the need for a regional, holistic approach. There are various committees across the region, and there is always an Alexandria representative – we are part of the

discussion and influence on where the region goes. Think about future and what is coming – growth in Arlington, Amazon, Pentagon City, Fort Belvoir, National Harbor – a lot of things that influence traffic that we don't have full control of as a city but can influence regionally.

- o Comments on multimodal topics were interesting. Something we need to consider, particularly with land use and development projects in the city proper, is multimodal implications.
- o Technology and innovation. We have Smart Mobility chapter, which is good, but thinking about a 5-10 year window, the potential is already there to make drastic changes in the future for transportation in the city. Not just bus signals and traffic management, but autonomous vehicle technology and other efforts that can change the outlook and how we think about mobility locally and nationally. The AMP Smart Mobility chapter is good, but we need to think about some of those implications that are going to have a significant impact on how people perceive and experience travel.
  - ▪ JS: There is a connected vehicle strategy in the draft plan now, which could be expanded to add more explicit notes about these issues.
- BP: On the theme of public engagement - Page 24 in the draft plan (Overarching Policies) might be an appropriate place to add a paragraph and policy on the process of better engagement.
  - o Skimmed through comments, seemed to reflect the balance of perspectives across the city
  - o Very local comments regarding existing issues – how will those be fed to appropriate City departments? Ensure comments don't get lost
    - ▪ JS: we will send them to the right department and we have tagged plan-specific comments to address. Tagging them in a way to get them to the right folks
  - o Present the revised plan in context of all feedback from beginning of the process. A lot of the general priorities are consistent with those presented earlier in the process.
    - ▪ JS: very consistent takeaways have been heard from the beginning of the planning process
  - o Engagement appendix: interesting when you look at online vs in person feedback – top priorities are different. Pop-ups aligned with pedestrian safety and transit as top priorities. Different than online feedback that focused more on congestion. Not one is right or wrong, but the issue during the process was the pandemic and getting as much dialogue and feedback as possible
- DC: no comments
- JG: no comments

Next Steps
- JS: communicate potential Plan changes to AMPAC in June

Meeting end at 8:20 PM

City of Alexandria
Transportation Commission

Regular Meeting

June 16, 2021
7:00 p.m.
Virtual Meeting

MINUTES

Commissioners Present: Councilman John Chapman, Chair Melissa McMahon**,** Commissioner Casey Kane, Commissioner John Goebel, Commissioner Bill Pugh, Commissioner Bruce Marsh, Commissioner Oscar Gonzalez.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief, Mark Schnaufer -Transportation Planning Division, Sharese Thomas - Transportation Planning Division, Vicki Caudullo – Mobility Services

Audio/Visual presentation is available online:
https://www.alexandriava.gov/TransportationCommission

Chair McMahon called the Transportation Commission meeting to order at 7:02 pm.

1. **Electronic Meeting Notice**

2. **Public Comment Period**
   No public comment.

3. **May Meeting Minutes**
   Motion to accept the minutes as amended: Commissioner Marsh
   Second: Commissioner Pugh
   Motion carries unanimously.

4. **ACTION ITEM: Grant Applications**
   ISSUE: Endorsement of grant applications to the Northern Virginia Transportation Authority (NVTA) for transportation projects eligible under the 70% Discretionary Grant (FY 2026-27), and to the Virginia Department of Transportation (VDOT) for the Transportation Alternatives (TA) Set-Aside Program (FY 2023-24) and for transportation projects eligible under the Revenue Sharing program.

   RECOMMENDATION: That the Commission review and endorse staff's recommended projects for the NVTA 70% Discretionary Grant and the VDOT TA and Revenue Sharing programs.

   DISCUSSION: Christopher Ziemann, Division Chief, presented proposed projects for application to the NVTA 70%, TA Set-Aside, and VDOT Revenue Sharing grant programs for public hearing.

PUBLIC HEARING:

There were no speakers at the public hearing.

Commission Discussion

Commissioner Kane suggested staff include likely sources of funding when creating the Long-Range Plan (LRP).

Motion to endorse the proposed grant applications: Commissioner Gonzalez
Second: Commissioner Kane
Motion carries unanimously.

5. **DISCUSSION ITEM: Duke Street IN MOTION Project Kick-Off**
   ISSUE: Overview of the Duke Street IN MOTION community outreach and conceptual planning / design project for transit along Duke Street.

   RECOMMENDATION: That the Transportation Commission receive the information about the project and support and encourage public participation, particularly during the kick-off week events

   DISCUSSION: Mark Schnaufer, BRT Program Manager, presented the Duke Street IN MOTION community outreach design. The total expected project pre-construction timeframe is 12-18 months.

   Commission Discussion

   Chair McMahon discussed the community's concerns for pedestrian safety on this corridor of Duke Street. As a result of pedestrians trying to cross the corridor, numerous pedestrian deaths have occurred. Chair McMahon feels that an important element of the Duke Street project should be to make this corridor safer.

   Commissioner Kane suggested that staff contact the Alexandria Health Department and get feedback on how they connected with the City's disadvantaged residents during the pandemic and use the same strategies for feedback on the proposed corridor improvements.

6. **DISCUSSION ITEM: Dockless Mobility Pilot Program**
   ISSUE: Staff update to Transportation Commission on the status of the Dockless Mobility Pilot Program.

   RECOMMENDATION: That the Commission provide input on future program requirements.

   DISCUSSION: Vicki Caudullo, Dockless Mobility Program Manager, provided an update on the status of the Dockless Mobility Pilot Program. Some of the key findings with the current pilot program are issues with parking, sidewalk riding and safety, managing scooter complaints, and having either too many scooters in some parts of the City or not enough scooters in other parts of the City. A virtual focus group will be held on June 24th to address the key findings and get community feedback.

   Discussion

   Commissioner Gonzalez suggested that additional corrals be added for scooter parking. Commissioner Gonzalez is concerned with citizens having to contact scooter companies directly about complaints and scooter

issues and those scooter companies managing the complaints. He would like to know if there is another way to audit and track the complaints received. Staff is currently exploring options to improve this process because currently they are limited in what they can do.

Commissioner Gonzalez recommended having a cap on the number of scooters in the city to address the issues of having too many scooters in one part of the City. He also suggested deploying more scooters in equitable areas might be a solution.

Commissioner Kane asked if staff have explored scooter-designated racks like those in Crystal City. He also expressed concern about banning scooter parking from sidewalks in areas where there is no street parking available, such as in the West End. He raised the idea of applying the Capital Bikeshare Bike Angels programs to incentivize users to help redistribute scooters and working with scooter companies to allow good Samaritans to move scooters to an appropriate location.

Commissioner Pugh mentioned that because there is not a one size fit all solution, there really is nowhere to park or ride scooters. Another issue is the overgrown vegetation on sidewalks that is now becoming a concern for pedestrians.

Chair McMahon discussed that the information presented on safety does not include the potential safety issue when scooters are operated inappropriately on sidewalks. She also asked if the distribution numbers are coming from a data source that can help determine if more or fewer scooters are needed in specific areas.

Chair McMahon recommended not labeling something an issue simply because it exists, but to establish an understanding of what constitutes an issue and how it is defined for each of the topics and where you might be able to set standards because without any context it is hard to know if it is an issue.

7. **INFORMATIONAL ITEM: Budget Process**
The budget item will be discussed in September, when more information about the schedule is available.

8. **Commissioner updates**
Commissioner Kane will meet with the Traffic and Parking Board on May 24th and discussed the city's ongoing parking issues.

Commissioner Marsh met with the Potomac Yard Metro Work Group (PYMIG) on May 24th. Construction is continuing and the project will be using less wetlands than anticipated in the design. Commissioner Marsh requested that the City update the PYMIG at its next meeting on the multi-modal aspect of the project, and how the City is planning for bus service, bike stations, etc., at the new station.

Chair McMahon reported that the High School Task Force solicited feedback from the Planning Commission on the received concept drawings of the High School Project.

Commissioner Pugh reported that the Environmental Protection Commission and Transportation Commission will hold a joint meeting on October 20th, the Energy Climate Change Action Plan update will be discussed.

Councilman Chapman discussed the emails received from residents at the Waterfront area concerning parking. Staff is currently working with Council and the Waterfront area residents. WMATA and Amazon have announced they are going to be working on affordable housing on WMATA-owned property.

9. Items for Consent

The Commission discussed the following topics from the Items:

A. King Street Bus Loop – Commissioner Kane wanted to know about the re-pavement status on Diagonal Street and Daingerfield Road, and if it will include bike infrastructure. Staff reported the two streets will be re-paved after the King Street Bus Loop project is completed and the bike infrastructure will be implemented at that time.

10. Other Business

A. July Meeting has been cancelled.

B. Electronic Meeting Policy – The City Clerk has announced that starting July 1st all Boards and Commissions adopt an Electronic Meeting Policy. Staff will coordinate with Chair McMahon on drafting a letter to the City Clerk requiring technology be in place for in-person meetings.

Motion to prepare a letter from the Commission to the City Clerk requiring that technology be put in place to allow Commission members and the public to effectively participate in public meetings: Commissioner Kane
Second: Commissioner Gonzalez
Motion carries unanimously.

Adjournment

At 9:26 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 29, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION AND
                  ALEXANDRIA MOBILITY PLAN ADVISORY COMMITTEE

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION
                  PLANNING

SUBJECT: AGENDA ITEM #4 – CONSIDERATION OF ENDORSEMENT OF
                  THE ALEXANDRIA MOBILITY PLAN

ISSUE: Consideration of endorsement of the Alexandria Mobility Plan to replace the current Transportation section of the City's Master Plan.

RECOMMENDATION: That the Alexandria Mobility Plan and Transportation Commission endorse the Alexandria Mobility Plan.

BACKGROUND: The Alexandria Mobility Plan (AMP) is the City's strategic update to the 2008 Transportation Master Plan, part of the City's Master Plan. By using the term "mobility," this update emphasizes the importance of providing useful options to allow people to have the freedom to choose how to get around. The AMP is not an exhaustive list of specific projects; instead, it lays out the policies and strategies that will guide transportation decisions for the next ten years in pursuit of enhanced quality of life, sustainability, and equity, centered around the concept of choice.

The scope of the effort was to update the 2008 Streets and Transit Chapters, add a curb space management element to the Parking Chapter, dedicate a new chapter to the concept of Transportation Demand Management (Supporting Travel Options), and fold the 2016 Pedestrian and Bicycle Plan into the structure of the AMP. The AMP recognizes the progress, advancements in technology, and opportunities and challenges with regional growth that have occurred since the adoption of the 2008 Plan.

In 2019, staff briefed City Council on the scope of this planning effort. Council directed staff to ensure that this Plan continues the City's strategic focus from the 2008 Transportation Master Plan, the 2014 Complete Streets Policy, the 2017 Vision Zero Policy, and the 2017 Strategic Plan that promote safety and multimodal transportation.

DISCUSSION: The Plan's core elements include a vision, guiding principles, overarching policies, and chapter specific strategies and policies. The Plan also includes performance measures in the form of plan-level key performance indicators, chapter specific metrics and targets that will enable the City to track

progress at achieving the Plan's vision and guiding principles and addressing the chapter-specific strategies.

Vision: Recognizing that both technology and integrated transportation-land use planning offer ways to better connect individuals with where they want to go, the vision for the Alexandria Mobility Plan is: *Safe, seamless, and connected mobility options foster a thriving Alexandria for all.* This vision came from feedback during the first phase of public outreach and an AMP Advisory Committee (AMPAC) visioning workshop. It is a forward-looking vision that incorporates major themes from the outreach as well as the City's Strategic plan focus to foster a thriving Alexandria for all.

Guiding Principles: The guiding principles of the AMP represent the more specific and measurable outcomes that the City hopes to achieve through improvements to transportation and mobility. All components of this Plan seek to advance one or more guiding principles, which, when combined, will help foster ACCESS for Alexandria: **A**ccessible, **C**onnected, **C**onvenient, **E**quitable, **S**afe, and **S**ustainable. Each guiding principle has one or two key performance indicators associated with it, which will be incorporated into the City's Transportation Dashboard and updated every 3 years during the life of the Plan.

Plan Sections:

Executive Summary
Includes an overview of the Plan as well as all of the strategies and policies.

Overview:
Describes the context, vision, and guiding principles of the Plan, as well as four overarching policies that speak to major themes of the Plan and considerations that will need to be taken through implementation. These overarching policies are to promote equity, partnerships, flexibility and resilience, and data-driven approaches.

Each of the following topical chapters feature policies, strategies, actions, and metrics that will enhance choices for the community and address mobility needs.

Transit
Focuses on making transit in Alexandria more customer-friendly, reliable, and efficient to better serve existing customers and attract new ones. The chapter lays out strategies to complete the three transitway corridors, implement Alexandria Transit Vision Plan recommendations, transition DASH to a zero-emission fleet, and other means to increase ridership through policy, service, and infrastructure enhancements.

Smart Mobility
The Smart Mobility chapter focuses on how the City can incorporate technology into the transportation network. The chapter lays out strategies to better manage traffic, improve safety, and enhance overall mobility through such things as expanding the use of smart signal technology to enable signal adjustments in real time, upgrading the Transportation Management Center to provide better tools for traffic monitoring, developing a framework for pilots that will be relevant across all of transportation, and preparing the city for connected and automated vehicles.

Streets
The Streets chapter seeks to identify ways to make City streets function better for all users through strategies that incorporate recent policies and identify new opportunities, with the goal of making the street network more efficient and safer. Strategies include developing a program to reduce speeding and cut-through traffic on local streets, updating the development review process

to better consider the needs of all users in new developments and minimize impacts of new developments on the street network, work regionally to reduce regional cut-through traffic, continuing the work of Vision Zero, considering the use of speed cameras and other automated tools to improve safety, and maintain a state of good repair for our streets using a data-driven equitable approach.

Pedestrian and Bicycle
The Pedestrian and Bicycle chapter reflects the integration of the 2016 Pedestrian and Bicycle Plan Update into the format of the AMP, while tracking progress since 2016 and highlighting the remaining priorities. The chapter includes an updated map of remaining sidewalk gaps with their relative priority and an updated map of existing and planned bicycle facilities, including those identified in recent small area plans.

Supporting Travel Options
The Supporting Travel Options chapter focuses on how the City can support alternatives to driving alone through information, incentives, partnerships, and policies. The chapter identifies strategies that aim to increase access to a range of travel options to reduce congestion and GHG emissions in support of Environmental Action Plan 2040 goals including expanding water transportation options, the creation of mobility hubs to support first/last mile transportation, and the pursuit of regional efforts to manage transportation demand, such as through telework and flexible schedules.

Curb Space and Parking
The Curb Space and Parking chapter focuses on how the City can use parking—both on- and off-street—to help achieve its goals and manage competing demands for limited curb space between vehicles, bikes, buses, freight, pick-ups and drop-offs, and more. It includes strategies that will help guide the management of curb space and parking resources while supporting the City's commitment to sustainability and quality of life. This chapter includes a framework for prioritizing curb uses in different street contexts, the promotion of a multi-faceted approach to better manage parking availability for both on-street and off-street parking, including pricing and technology, expanding efforts to modernize parking requirements in new developments, and promoting electric vehicle charging opportunities.

Appendix I: Implementation
Includes anticipated time horizons for each action in the Plan.

Appendix II: Monitoring
Includes detailed information about the key performance indicators that tie to the guiding principles as well as baseline information for the chapter metrics, and 3, 6, and 9 year targets.

Appendix III: Engagement
Includes a summary of engagement activities and findings undertaken during the course of the Plan.

This Plan was developed during the 2020 COVID-19 pandemic, which dramatically changed travel patterns and the way we live our lives. The Plan recognizes that there will always be unknowns and that the City must seek to understand potential scenarios and plan for flexibility, adaptation, and resilience. This Plan also enables the City to track the implications of the pandemic on travel needs over time and determine whether a shift in tactics is necessary to ensure cost-effective investment and that all Alexandrians have access to useful travel choices.

Community Process

The Plan was developed with guidance from the City Manager-appointed Alexandria Mobility Plan Advisory Committee (AMPAC), which consists of Transportation Commission members and a representative from the Alexandria Chamber of Commerce, the Commission on Persons with Disabilities, the West End Business Association, and the Federation of Civic Associations. The AMPAC met ten times to provide input on the engagement strategy and the Plan content.

An interdepartmental team helped to inform the content of the Plan. It included representatives from Transportation & Environmental Services, Planning & Zoning, Recreation, Parks, and Cultural Activities, Information Technology Services, Alexandria Fire Department, Alexandria Police Department, the Department of Community and Health Services, and Alexandria City Public Schools. This planning effort entailed several phases of public outreach to collect input between Summer 2019 and Fall 2021:

- Phase I: Visioning (online visioning feedback form, Innovation Forum, stakeholder meetings)
- Phase II: Priorities (pop-up events, stakeholder meetings, online engagement)
- Phase III: Strategy Development (focus groups, Town Hall, feedback form)
- Phase IV: Draft Plan Outreach (board/commission meetings, feedback form, online promotion, flyering at supermarkets and vaccine events, email summary to those who provided feedback of proposed changes with opportunity to respond)
- Phase V: Final Plan Outreach (board/commission presentations, online promotion)
- This outreach identified several major themes including a strong widespread interest in more useful transit service, the need for improved safety for all road users, and concerns about congestion and cut-through traffic in the city.

The feedback form on the draft plan yielded 545 responses. Generally, most respondents (72%) felt that the draft plan addressed at least some of their priorities. Many open-ended responses indicated a desire for improvements that were already included in the draft plan, such as a focus on traffic management or pedestrian and bicycle facilities. As such, no major changes to the Plan were identified. However, many respondents provided detailed feedback to improve the Plan and suggested some additional strategies. Advisory Committee members reviewed and supported the more substantive changes, including adding a strategy on street maintenance, electric vehicle charging, and recognizing the need to prepare for automated vehicles during the life of this Plan. The final version also included more detail regarding implementation, tracking, and Plan updates.

Staff presented the final version of the Plan and sought endorsement from the DASH Board, the Commission on Aging's Executive Committee, the Commission on Persons with Disabilities, the Environmental Policy Commission, and the Human Rights Commission, and the Traffic and Parking Board.

Implementation

Pending Council adoption, the strategies and actions in this Plan will be tied to Transportation and Environmental Services staff performance evaluations. Many initiatives in this Plan will not necessarily require additional resources. However, the policies, strategies, and planned transit, pedestrian, and bicycle networks will guide decision-making around grant proposals and CIP development. Every year, staff will report on progress on each of the strategies and every three years staff will present an update to the Transportation Commission on the key performance metrics and chapter level metrics in the Plan. The anticipated lifecycle of this Plan is through 2030. Staff intend to begin a plan update of all chapters in 2028 to align with the target year to achieve the City's Vision Zero goal.

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 29, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: JOSE CARLOS AYALA, PRINCIPAL PLANNER
            DEPARTMENT OF PLANNING AND ZONING

SUBJECT: AGENDA ITEM #5 – CONSIDERATION OF ENDORSEMENT OF
            THE ARLANDRIA-CHIRILAGUA SMALL AREA PLAN UPDATE

ISSUE: Transportation Commission consideration of the Arlandria-Chirilagua Small Area Plan draft transportation recommendations.

RECOMMENDATION: That the Transportation Commission receive this update and endorse the Draft Arlandria-Chirilagua Small Area Plan transportation recommendations as consistent with the City's Transportation Master Plan, Complete Streets Design Guidelines, Transit Vision Plan, and Environmental Action Plan policies.

BACKGROUND: In fall 2019, the City launched a community planning process to update the 2003 Arlandria Neighborhood Plan with a long-term vision for land use, affordable housing, parks and open space, health and sustainability, and safety and mobility. In response to community input, the Plan focuses on the preservation and expansion of housing affordability and the strength of this unique community and neighborhood business district. Updating the objectives and strategies of the long-term vision for the neighborhood is particularly important with the planned phased arrival of Amazon in Crystal City, and the Virginia Tech Innovation Campus and Metrorail Station in North Potomac Yard.

Community engagement in Arlandria-Chirilagua was conducted in Spanish first with English translation through a variety of in-person and online events convened by the City and in partnership with neighborhood organizations. In addition, the City held a variety of in-person pop-ups, open houses, and virtual meetings.

Community feedback was recorded through written and verbal comments received during the process and through three bilingual questionnaires distributed at key points in the process. The second and third questionnaires featured brief bilingual videos to ensure informed and substantive responses. Passive outreach to raise awareness and encourage engagement included display of posters throughout the neighborhood with directions for how to engage the planning team and provide comments via WhatsApp or other means. Information was also posted

on the project web page, City calendar, flyer distribution to area residential and office buildings, the City's eNews service, social media postings, and emails.

DISCUSSION: Feedback from the Arlandria-Chirilagua community over the early portion of the planning process informed development of the following Plan objectives.

Planning Process Objectives:

- Preserve Arlandria-Chirilagua as a culturally diverse neighborhood by protecting residents' ability to remain in the community in the context of anticipated market pressures
- Support the existing commercial corridor, local businesses, and the community's access to daily needs
- Build on neighborhood walkability, safety, and mobility options
- Connect and expand the open space network with more play areas and outdoor living rooms

Community Priorities for Safe Access in Arlandria:

During the community engagement process, many people commented that the neighborhood's walkability and access to transit are things that they truly value about their community. At the same time, many neighbors also highlighted concerns about safety. Community feedback generally fell within the following four categories:

Pedestrian safety
- Concern about safe crossings at intersections throughout the neighborhood, and in particular at Mount Vernon and Glebe
- Desire for enhanced pedestrian safety control measures

Cyclist safety
- Lack of dedicated bike facilities and connection to regional trails
- Desire for opportunities to bike around and move outside of the neighborhood without a car

Speed on neighborhood streets
- Concern about cars speeding within the neighborhood

Public transportation cost
- Consideration of lower bus fares for low-income riders

Mobility/Safe Access Analysis and Development of Draft Plan Recommendations

In addition to community input, staff considered the following City transportation policies as the starting point of the Plan's mobility analysis:

- Transportation Master Plan
- Complete Streets Design Guidelines
- Alexandria Transit Vision Plan

In addition, a transportation analysis was conducted to evaluate the impacts of planned future development on the transportation network. Finally, the Plan incorporated previous outreach and recommendations regarding pedestrian safety identified in the Pedestrian Case Study for the Mount Vernon Avenue corridor as part of the Transportation Master Plan. The Plan establishes recommendations for multimodal access and connectivity and highlights areas where both major and minor improvements are needed to improve multimodal safety access and connectivity.

DRAFT PLAN RECOMMENDATIONS: SAFE ACCESS

- Provide the streets, blocks, and pedestrian connections depicted in Figures 7 (Attachment 1) as part of redevelopment. All new streets will be dedicated to the City, unless otherwise approved by the City.

- All pedestrian and bicycle connections will have public access easements or be dedicated to the City as shown in Figure 7.

- Provide safe, comfortable, and connected bicycling facilities as part of redevelopment or City infrastructure improvements according to the Complete Streets Design Guidelines, Transportation Master Plan, and this section of the Small Area Plan. These may include enhanced bicycle facilities on Mount Vernon Avenue, West Glebe Road, and other key connections.

- As part of redevelopment, provide a continuous, connected, and accessible network of sidewalks or shared-use paths that meet the Complete Streets Design Guidelines and enable people of all ages and abilities to move safely and comfortably within and outside the neighborhoods as shown in Figures 6 and 7 (Attachment 1).

- Sidewalks adjacent to new developments on Mount Vernon Avenue and Glebe Road (Main Street and Neighborhood Connector Complete Streets Typologies) will be consistent with the curb to building dimensions depicted in Figures 5A ,5B, 5C and 5D (Attachment 1).

- Evaluate multimodal safety, access, and connectivity along Mount Vernon Avenue and East and West Glebe Road and implement intersection improvements as shown in Figure 8 (Attachment 1).

- As part of the redevelopment, provide safe, well-lit, ADA compliant internal pedestrian and bicycle connections within larger redevelopment blocks to maintain the neighborhood's walkable environment.

- As part of redevelopment, implement safe pedestrian crossings generally consistent with the Federal Highway Administration (FHWA) Safe Transportation for Every Pedestrian (STEP) guidance and with the Complete Streets Design Guidelines.

- Provide bicycle racks that are public and private, convenient, easily accessible, and meet the City's established Bicycle Parking Standards at key locations, particularly at mixed-use nodes.

- Improve and expand access to shared mobility options (e.g. Capital Bikeshare, dockless scooters, etc.).
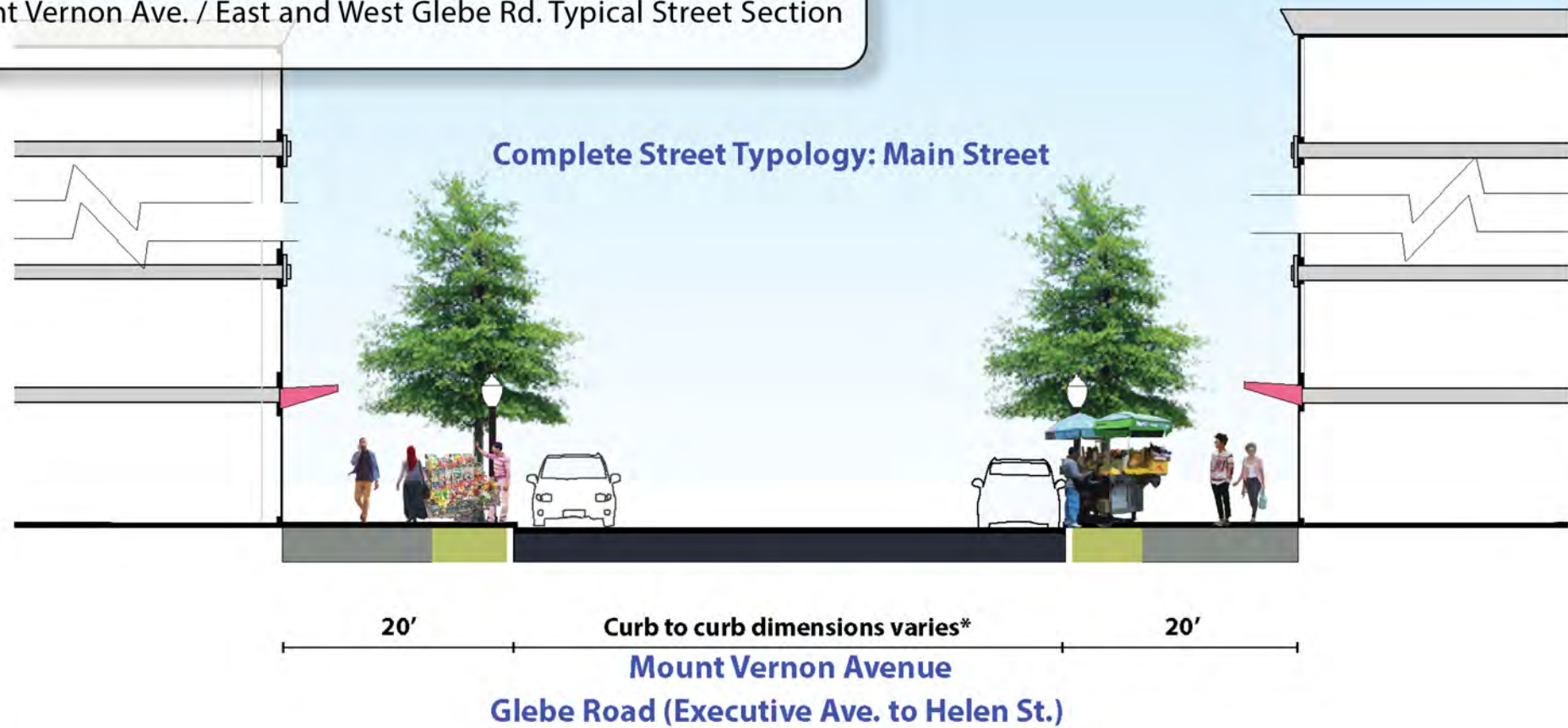
NEXT STEPS:

The draft Plan recommendations will be distributed in Spanish and English for public review and comment in September through early October. Comments from the community as well as the Transportation Commission will inform the final draft Plan scheduled for Planning Commission and City Council consideration in November.

ATTACHMENTS:

Attachment 1: Figures 5A-8

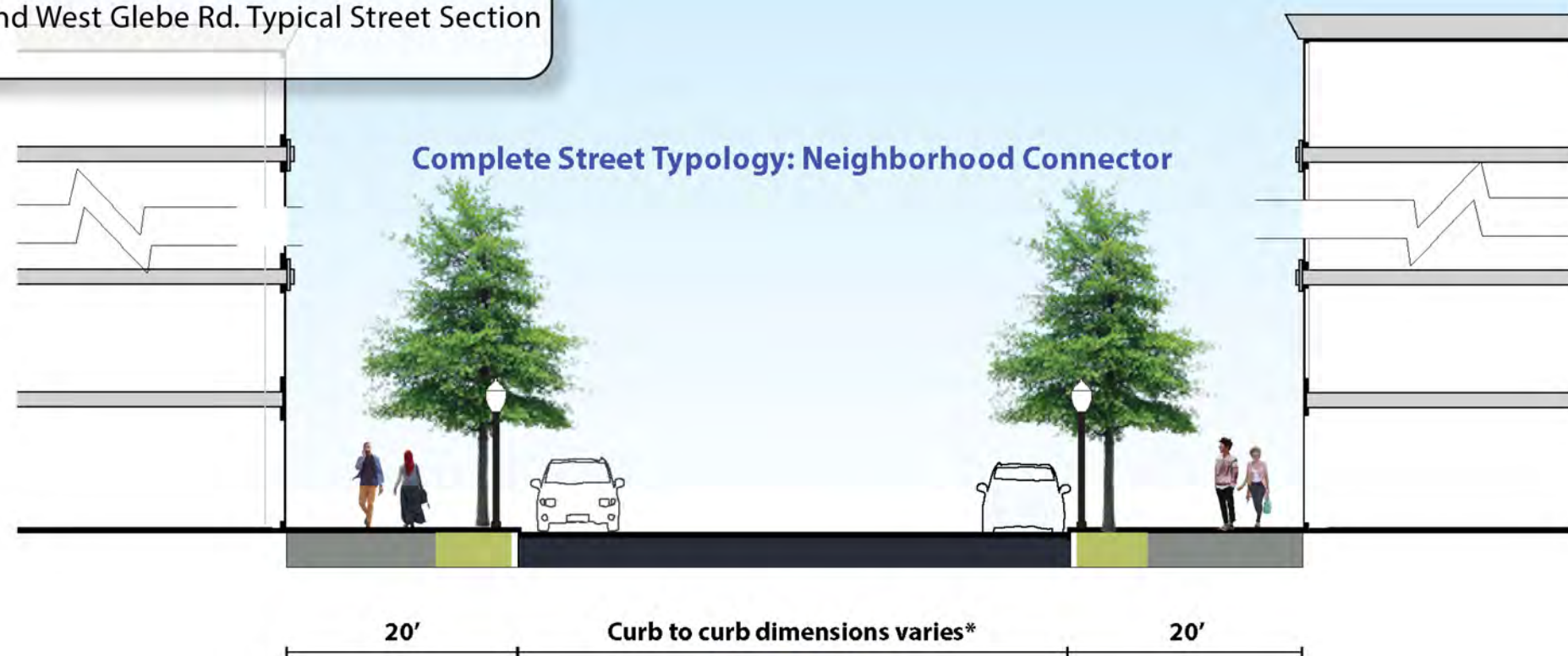Figure 5A: Mount Vernon Ave. / East and West Glebe Rd. Typical Street Section

Complete Street Typology: Main Street

20'   Curb to curb dimensions varies*   20'

Mount Vernon Avenue

Glebe Road (Executive Ave. to Helen St.)

* Street curb to curb design will follow the
Transportation Master Plan, and will be
consistent with Complete Streets, Green Streets and
Sidewalk Stormwater Design Guidelines policies.

Arlandria - Chirilagua Plan Update Working Draft | September 20, 2021

Complete Street Typology: Neighborhood Connector

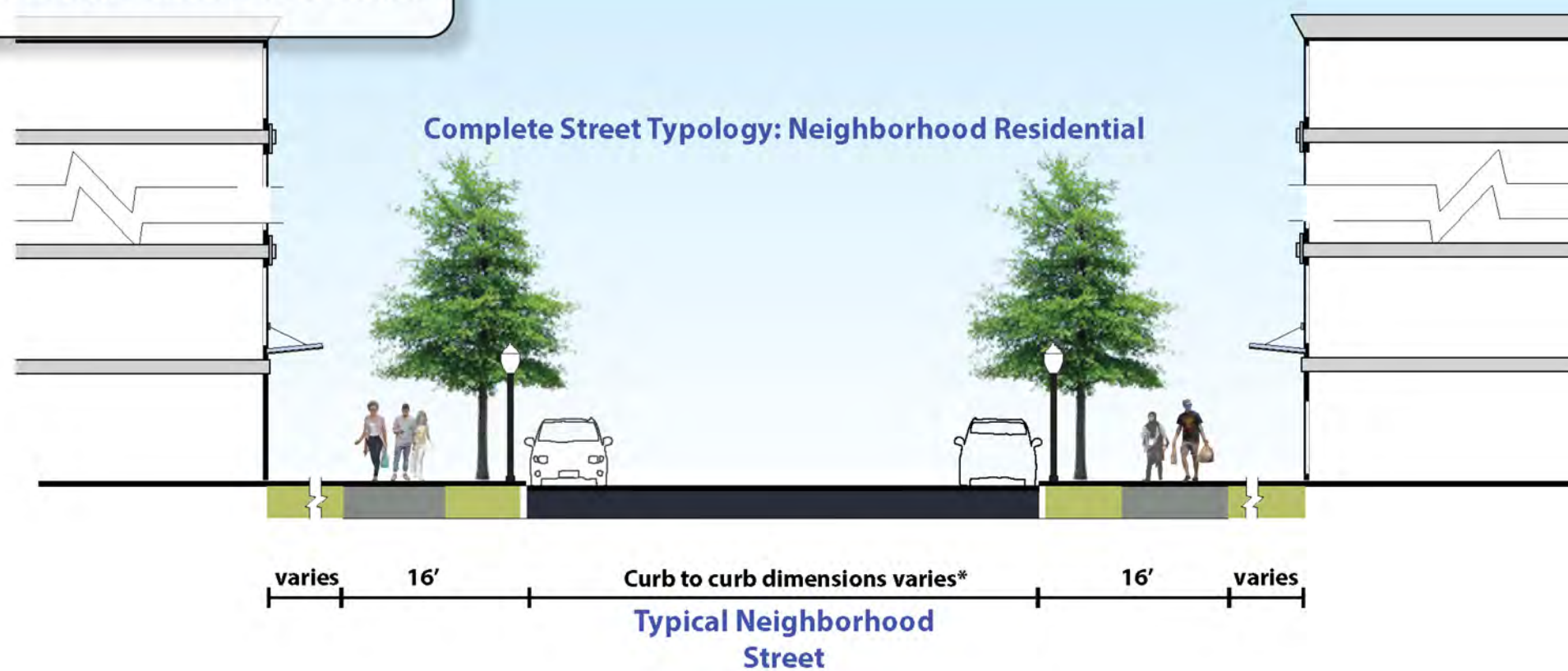20' | Curb to curb dimensions varies* | 20'

Glebe Road
(Alexandria Crossing development to Executive Ave.)
(Helen St. to Commonwealth Ave.)

* Street curb to curb design will follow the
Transportation Master Plan, and will be
consistent Complete Streets, Green Streets and Sidewalk
Stormwater Design Guidelines policies.

Complete Street Typology: Neighborhood Residential

| varies | 16' | Curb to curb dimensions varies* | 16' | varies |

Typical Neighborhood Street

*Street curb to curb design will follow the Transportation Master Plan, and will be consistent Complete Streets, Green Streets and Sidewalk Stormwater Design Guidelines policies.
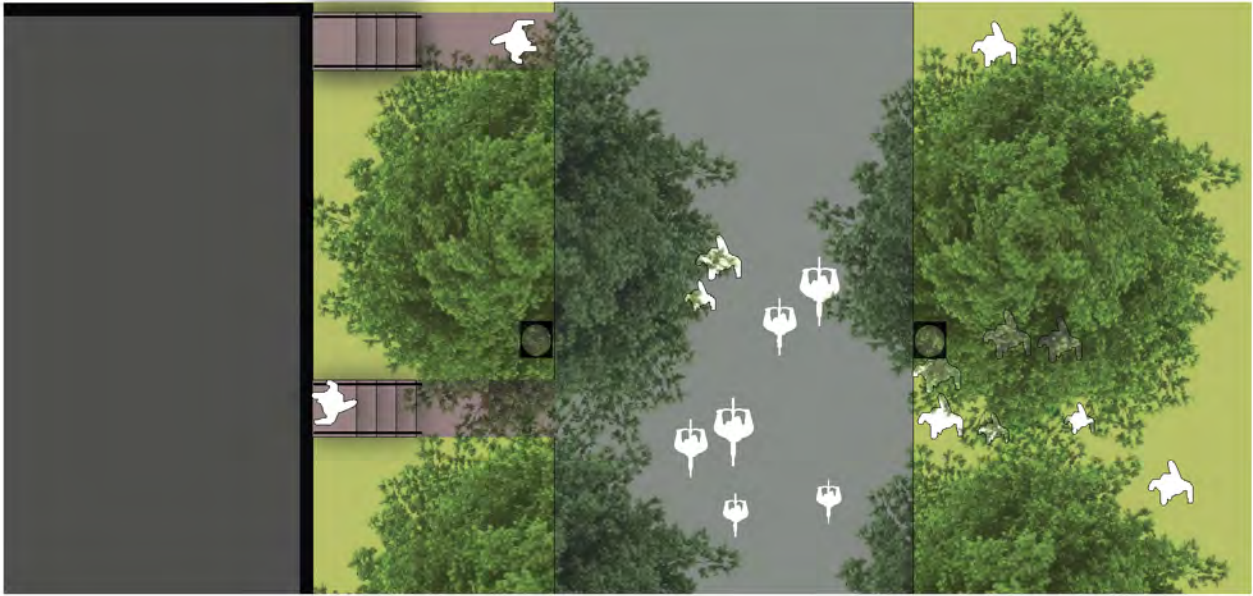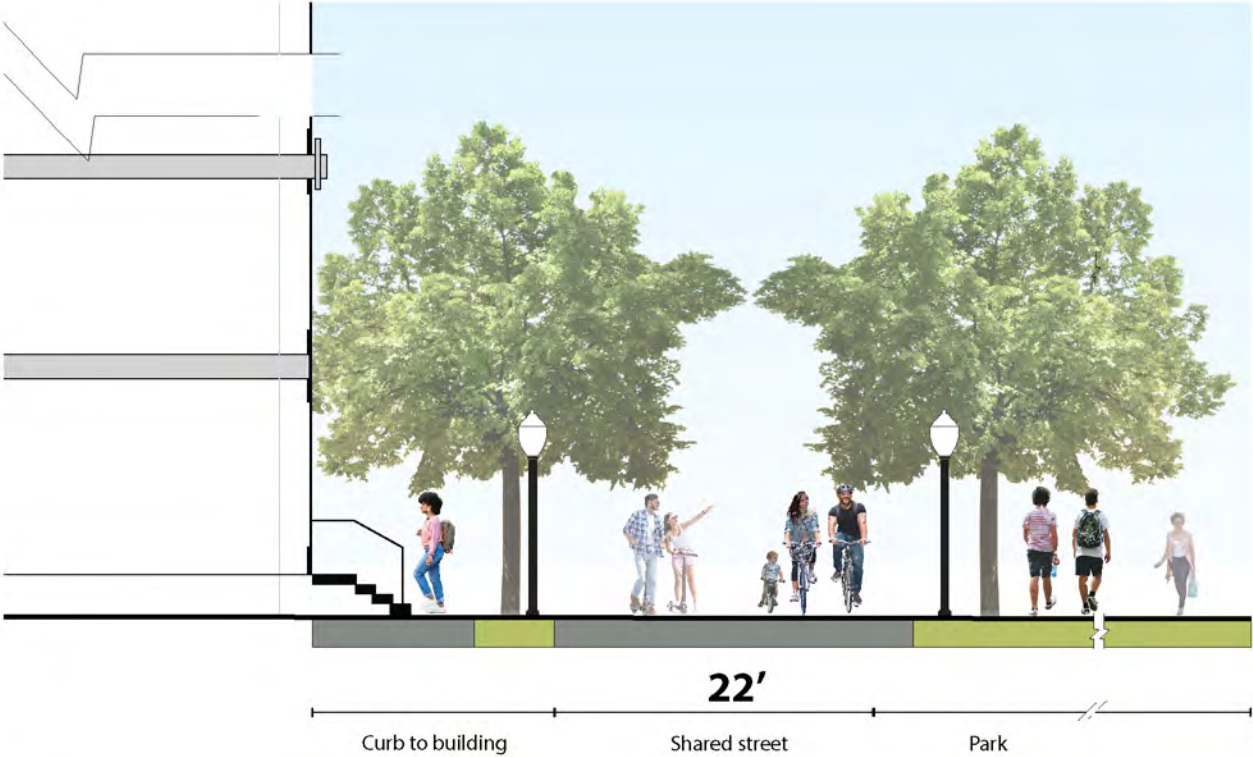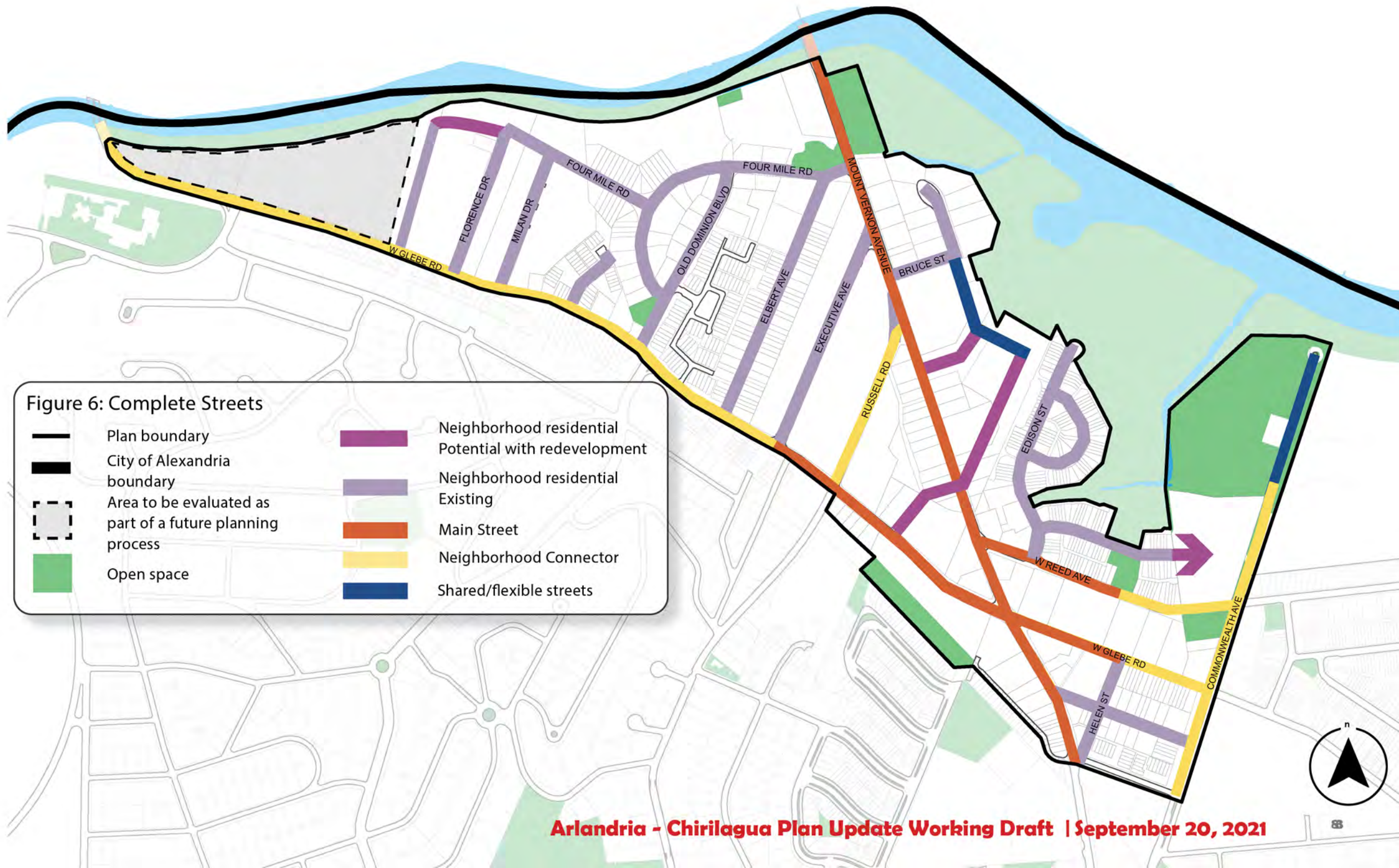
22'

Curb to building   Shared street   Park

Figure 6: Complete Streets

Legend:

— Plan boundary

▬ City of Alexandria boundary

⬚ Area to be evaluated as part of a future planning process

■ Open space

▬ Neighborhood residential Potential with redevelopment

▬ Neighborhood residential Existing

▬ Main Street

▬ Neighborhood Connector

▬ Shared/flexible streets

Street labels:

FOUR MILE RD

FOUR MILE RD

FLORENCE DR

MILAN DR

OLD DOMINION BLVD

ELBERT AVE

EXECUTIVE AVE

MOUNT VERNON AVENUE

BRUCE ST

RUSSELL RD

W GLEBE RD

EDISON ST

W REED AVE

W GLEBE RD

HELEN ST

COMMONWEALTH AVE

N

Arlandria - Chirilagua Plan Update Working Draft | September 20, 2021
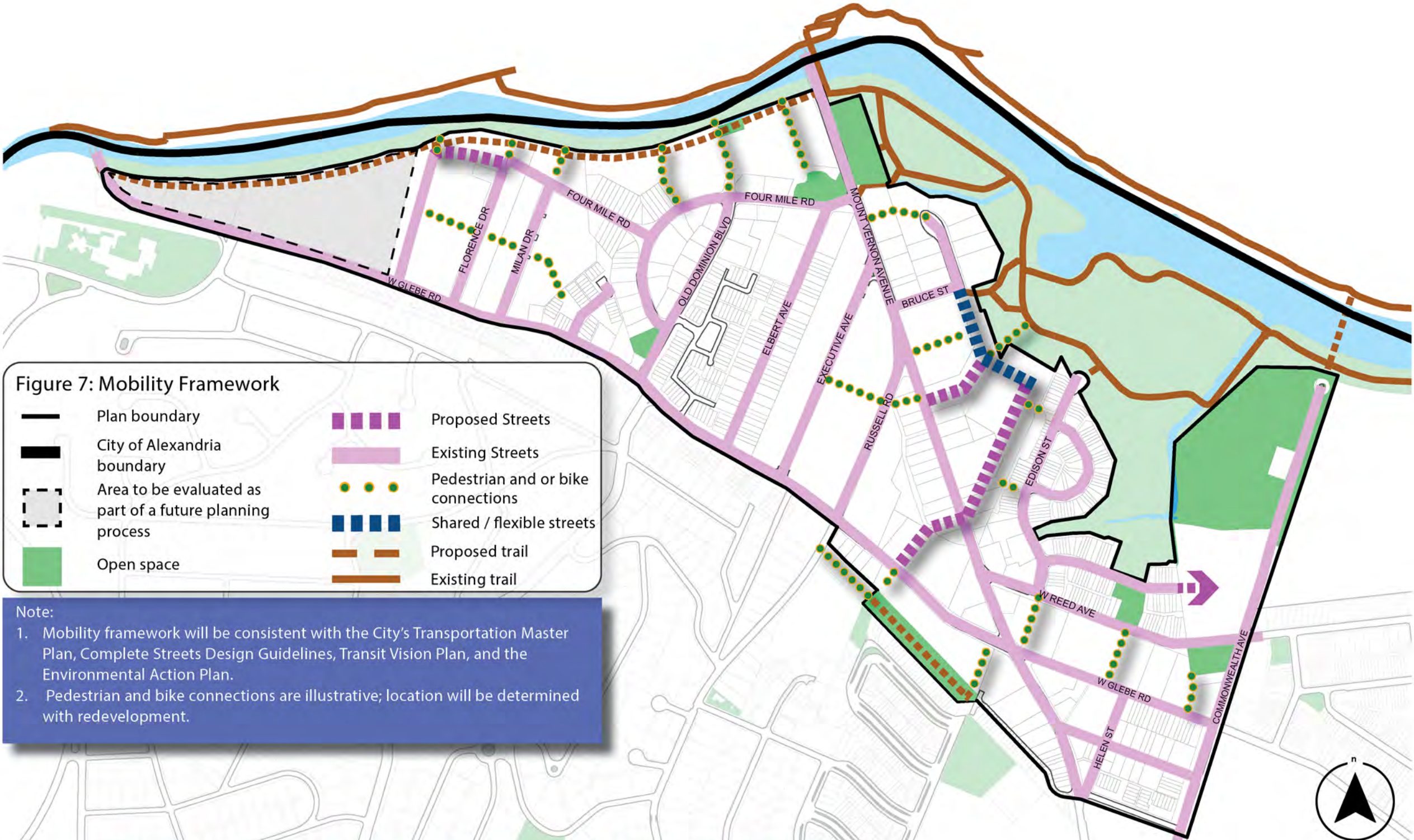
Figure 7: Mobility Framework

Legend:

- Plan boundary
- City of Alexandria boundary
- Area to be evaluated as part of a future planning process
- Open space
- Proposed Streets
- Existing Streets
- Pedestrian and or bike connections
- Shared / flexible streets
- Proposed trail
- Existing trail

Note:
1. Mobility framework will be consistent with the City's Transportation Master Plan, Complete Streets Design Guidelines, Transit Vision Plan, and the Environmental Action Plan.
2. Pedestrian and bike connections are illustrative; location will be determined with redevelopment.

Street labels on map: FOUR MILE RD, FLORENCE DR, MILAN DR, W GLEBE RD, OLD DOMINION BLVD, ELBERT AVE, EXECUTIVE AVE, MOUNT VERNON AVENUE, BRUCE ST, RUSSELL RD, EDISON ST, W REED AVE, W GLEBE RD, HELEN ST, COMMONWEALTH AVE

Figure 8: Safety Recommendations

— Plan boundary

▬ City of Alexandria boundary

⬚ Area to be evaluated as part of a future planning process

▪ Open space

▬ Evaluate for multimodal safety, access, and connectivity

◯ Major improvements for multimodal safety

◯ Minor treatments for multimodal safety, access and connectivity

Arlandria – Chirilagua Plan Update Working Draft | September 20, 2021

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 29, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION
             PLANNING

SUBJECT: AGENDA ITEM #6 – CONSIDERATION OF ENDORSEMENT OF
             PROPOSED CHANGES TO THE DOCKLESS MOBILITY PROGRAM

ISSUE: Staff update on proposed changes to the Dockless Mobility Program.

RECOMMENDATION: That the Transportation Commission receive this update and endorse the proposed changes to Dockless Mobility Program

BACKGROUND: On August 3, 2021, the Ad Hoc Scooter Task Force voted to approve a recommendation to City Council regarding the future of the Dockless Mobility Program for Council's consideration in Fall 2021. The Task Force recommended that City Council adopt a permanent Dockless Mobility Program and proposed a set of changes to incorporate into the future program. Proposed changes to the program were organized into topic area: managing improper parking, improving safety for all (riding), complaint management, managing deployments and availability, and other/miscellaneous.

DISCUSSION: The Task Force recommendation can be found in Attachment 1 and a summary of community input from key stakeholder groups can be found here. Additional information about Task Force meeting materials can be found on the Dockless Mobility website.

After the establishment of a permanent program, future changes to program requirements may be delegated to 1) the City Manager or designee or 2) considered by an established board or commission, such as Transportation Commission, and therefore would allow for the community to provide input during a traditional public comment period.

ATTACHMENTS:
Attachment 1: Ad Hock Scooter Task Force Recommendations

Dockless Mobility Program – City of Alexandria

Proposed Program Changes to Incorporate into a Permanent Program

Task Force Recommendation to City Council

August 3, 2021

Questions & Answers:

1. Will the current program requirements remain in place?

Yes, the current program requirements will continue. Some of the key program requirements that would continue include:

*   30% of dockless mobility devices (scooters and e-bikes) must be deployed in equity zones (15% between Quaker and I-395, 10% west of I-395, 5% in Arlandria)
*   Companies are required to deploy at corrals when one is nearby
*   Companies are required to address parking issues within 3 hours of it being reported to the responsible companies' customer service department
*   Require companies to restrict parking in the Waterfront using geofencing
*   Education resources and outreach from the City on traffic laws for scooter and e-bike users and proper parking etiquette

2. Are the program changes able to be modified? How will future changes to program requirements be made?

State Law requires that City Council pass an ordinance or other regulation establishing the licensing of companies seeking to operate scooters or e-bikes. Some components of the regulations may potentially be delegated to 1) the City Manager or designee or 2) considered by an established board or commission and therefore would allow for the community to provide input during a traditional public comment period. Changes to the program would be considered as needed as part of the permit renewal process.

3. Will parking corrals take the place of parking? Who would consider these changes and would the public weigh in?

So far, the City has not installed parking corrals in on-street parking spaces. To increase the number of corrals, if there are places where the only space to install a corral is in on-street parking, the City will present this to the Traffic & Parking Board for their consideration. This process will allow for the community to provide input during a traditional public comment period.

4. Are there any State Legislative changes that will impact scooter or e-bike companies or users?

The City is not aware of any changes being considered for scooter or e-bike companies or users at the State level. The City can propose changes to the State Code that could include age requirement for riders, helmet requirements, etc. through the City's Legislative Package that is adopted by City Council annually.

<u>Task Force Recommendation to City Council - Proposed Program Changes:</u>

The Task Force voted and approved the following program changes as their recommendation to City Council.

<u>Managing Improper Parking</u>

- Increase number of places for users to park out of the way of pedestrians
    - Increase number of corrals
    - If there is no alternative space available, work with Traffic & Parking Board to approve the removal of street parking for corrals
    - The locations of all corrals shall be reviewed by the Traffic & Parking Board
    - Require companies to notify the City if private property owners enter in an agreement with a company to create corrals on their property
- Require companies to notify the City when private property owners request geofencing "no parking" for their property (only applicable for large areas due to geofencing accuracy limitations)
- Increase education and public engagement
    - Require companies to share messaging with users on proper parking and corral locations
    - Install educational messaging at parking corrals that outline City Code and requirements for scooter usage and rules for parking
- Improve monitoring of improper parking
    - Encourage companies to require their users and deployment teams to take a photo after parking
    - Require companies to alert users and deployment teams who park incorrectly
- Require companies to retrieve inoperable devices upon notification

<u>Improving Safety for All (Riding)</u>

- Require companies to geofence slower speeds in high pedestrian areas as determined by the City
- Increase education and public engagement
    - Require companies to share messaging with users on traffic laws
    - Require companies to share messaging with users on safe riding practices, such as riding one person per device
    - Require companies to host events with the community to provide education on safe riding and proper parking
    - Coordinate with the Public Works Department to share messaging with riders on roads with poor paving conditions

<u>Complaint Management</u>

- Compile dockless mobility complaints through the City's 311 system or email by types of issues and relay information to companies
- Require companies to receive complaints without using company app
- Require companies to track users who park incorrectly

Managing deployments and availability

- Set a maximum cap on the number of devices permitted in the City of Alexandria
- Require companies to deploy devices within reasonable distance of Metro stations (King St, Braddock, Eisenhower, Van Dorn) and high frequency bus stops at locations determined by T&ES staff
- Continue to work with WMATA to provide space for corrals at Metro stops (King St, Braddock, Eisenhower, Van Dorn)

Other/Misc.

- Allocate the number of devices permitted to each company based on their ability to meet the program goals and the City's overall transportation goals
- Require companies to report the number of trips by members of their equity membership program
- Staff will work with the City Attorney's Office to identify applicable statutes that address or relate to enforcement in State Code, and to propose any necessary changes to City Council to include in their packet of proposed legislation

Overall Program Recommendation

The Task Force proposes that the City of Alexandria permanently adopt a Dockless Mobility Program.

__Possible future program changes__

Hearing input from the Task Force, key stakeholder boards and commissions, and focus groups, there are program changes that the City has compiled in addition to those outlined for spring 2022. The following potential program changes are being explored and evaluated by the City and might be incorporated in the future.

The City can encourage companies to implement policies without a requirement (e.g. the City encouraged companies to deploy in corrals in 2019 before it was made a program requirement in 2020). In some cases, the companies may incorporate the encouraged policy without it being required.

- Consider requiring companies to deploy devices with locks so that users can lock scooters and e-bikes to bike racks
- Encourage companies to provide financial incentives to users if they park in or near corrals, in equity zones, or near transit stops
- Encourage users to park in or near corrals using geofencing
  - Contingent on more accurate geofencing (accurate up to 20-30 feet)
- Explore companies' ability to set a user's first trip speed at 10 mph
  - Contingent on allowing time for companies to prepare and technology limitations
- Evaluate technical feasibly of integrating 311 with companies' complaint system so that both the City and the responsible company would receive complaints at the same time
  - The City is exploring how to do this but there are currently technology limitations
- Consider allowing companies to apply for fleet increases based on usage by low-income riders
- Explore establishing a process to modify equity zone requirements and boundaries (with a minimum of 30% in equity zones) through the City Manager or designee
- Encourage companies to notify the City if private property owners create corrals on their property

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 29, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION
                 PLANNING

SUBJECT: AGENDA ITEM #7 – CITY BUDGET PRIORITIES AND STATE
                 LEGISLATIVE PACKAGE

ISSUE: The City Manager has requested Boards and Commissions provide input to him in advance of the development of the FY23 City Budget. The City is also requesting legislative priorities from Boards and Commissions.

RECOMMENDATION: That the Transportation Commission provide input on budget and legislative priorities.

BACKGROUND: Every year, the Transportation Commission receives a request for City budget and State legislative priorities. For reference, last year the Transportation Commission articulated the following City budget priorities for the FY22 budget:

1. Vision Zero related initiatives
2. Transit Vision Plan implementation

Vision Zero initiatives were subsequently level-funded and the Transit Vision Plan was implemented in a revenue neutral manner.

The Transportation Commission also articulated the following legislative priorities:

1. Preserve established transportation funding sources and funding sources identified in the 2020 Transportation Omnibus Bill.
2. Pursue a vision zero safety bill that in priority order a) reduces max BAC to .05, 2) establishes higher fines for harming vulnerable road users, and c) promotes bicycle safety.
3. Identify incentives to encourage electric vehicle adoption.

The 2021 Virginia Legislative Assembly preserved established transportation sources, established stricter penalties for harming vulnerable road users, and promoted bicycle safety.

DISCUSSION: The City Manager sees the City budget continuing to focus on safe, equitable, and green initiatives. The budget this year is an "on year" in which staff are conducting a more thorough review of projects, schedules, and budgets included in the 10-year CIP. The City Manager anticipates FY23 being a challenging budget year, and in that light seeks input on the Commission's 1) highest priorities for funding and 2) areas where additional resources (if available) should be applied.

The City Manager is requesting these priorities by November 5.

The 2022 Legislative Session will be a "long session" scheduled to last 60 days – beginning on January 12, 2022 and ending on/about March 12, 2022. The long session will include consideration and passage of a new Biennial Budget. Virginia finished FY21 with a record $2.6 billion surplus, with more likely to come, which the Administration/General Assembly will be tasked with allocating during the 2022 session.

The current legislative package can be found at alexandriava.gov/legislative. The City's Legislative Director, Sarah Taylor, is requesting letters be submitted by October 1.

ATTACHMENTS:
Attachment 1: City Manager Budget Letter

OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

MARK B. JINKS
City Manager

703.746.4300
Fax:
703.838.6343

August 31, 2021

Dear City Board, Committee, and Commission Chairs,

I would like to express my sincere appreciation for your leadership of one of our City boards, committees and commissions. Your commitment helps represent the voices of our community throughout the budget process. Your expertise, knowledge and interest identify areas for the City to continue to grow as we strive to meet the expectations of the residents we serve.
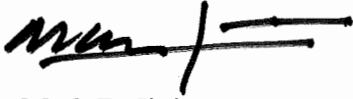
The FY 2022 budget and CIP adopted in May funded items that would assist Alexandria in becoming a **smart**, **equitable** and **green** City. These three pillars represent important and emerging issues identified by City Council, many of the boards, committees and commissions, and departments. Examples of the FY 2022 budget's investments in these key areas include establishing an independent community policing review board, early childhood education expansion, stormwater management investments, and municipal fiber. The American Rescue Plan Act (ARPA) funding plan adopted by City Council in July included $29.8 million in funding to help businesses thrive, support residents disproportionately impacted by the pandemic, and to make long-term investments in the City's future.

FY 2023 looks to be a challenging fiscal year as (1) an increasingly tight job market is creating pay competitiveness issues, (2) a significant update to the 10-year Capital Improvement Program is planned including a detailed review and updated of cost estimates, timing of projects, and city and school facility needs and priorities, and (3) a projected increase in debt service due to recent and planned investments in School and City projects.

I would appreciate input on the priorities of your board, committee, or commission to help inform my budget priorities and decision making. Specifically, it would be helpful to know the policy and programmatic areas under your respective purview that are (1) the highest priorities and (2) areas where additional resources (if available) should be applied. As was the case in FY 2022, beyond the debt service pressure, I see ongoing budget focus on making further **smart**, **equitable**, and **green** program progress in FY 2023, as well as focusing on improving the City's competitive position in attracting and retaining employees. Your feedback will assist City staff in developing budget proposals that support the priorities of our community at large.

Please provide feedback to me (mark.jinks@alexandriava.gov), coordinated through your staff liaison, by **Friday, November 5, 2021**. There will be additional opportunities to provide input in the budget process through the department for which you provide advice and counsel and at the budget public hearing in March. Thank you in advance for thoughts on your board, committee, or commission's priorities as the City begins the development of the FY 2023 budget.

Sincerely,

Mark B. Jinks
City Manager

cc: The Honorable Mayor and Members of City Council
        Morgan Routt, Director, Office of Management & Budget
        Department Heads
        Staff Liaisons to Boards, Committees and Commissions

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 29, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION
               PLANNING

SUBJECT: AGENDA ITEM #8 – CONSIDERATION OF LETTER OF SUPPORT FOR
               THE TRANSIT RIDERSHIP INCENTIVE PROGRAM (TRIP)

ISSUE: Consideration of submittal of a letter of support to the Department of Rail and Public Transportation (DRPT) for the City's application for Transit Ridership Incentive Program (TRIP) funding to support free fares for DASH in FY 2022 through FY 2025.

RECOMMENDATION: That the Transportation Commission submit the proposed letter of support to DRPT for Alexandria's TRIP application for free fares on DASH.

BACKGROUND: In 2020, the General Assembly passed HB 1414, the Transportation Omnibus, which among other provisions, created the Transit Ridership Incentive Program (TRIP). TRIP is a new statewide grant program that provides funding to transit agencies to improve the regional connectivity of urban areas and increase statewide ridership by supporting the deployment of zero and subsidized fare programs. For FY22, the General Assembly dedicated $20M to TRIP projects, including $12.5M allocated to zero and subsidized fare programs. The TRIP Zero-Fare and Low-Income Programs aim to increase ridership, accessibility, and equity within the transit system. Applicants may propose providing subsidized or entirely free passes to low-income populations, eliminating fares on high-capacity corridors, or deploying an entirely zero-fare system. DASH is funded in the City's FY 2022 budget to operate fare-free and began operation with zero fares on September 5, 2021.

DISCUSSION: The TRIP program guidelines approved by the Commonwealth Transportation Board allow for a flexible balance between state and local funding, with a maximum state share of 80% in the first year, an expectation of a declining state share after that, and a maximum funding duration of three years (FY 2022 – FY 2024). In the program's fourth year (FY 2025), the grantee must commit to providing 100% of the funding to remain fare-free with DRPT's support and monitoring. This is consistent with its goal of funding projects with a solid local financial commitment. The City is applying for $7.2 million over three years.

Zero-Fare grant applications will be prioritized according to the following criteria:

- Impact on Ridership, 30 points
- Applicant Commitment, 30 points
- Implications for Equity and Accessibility, 30 points
- Project Schedule and Readiness, 10 points

In the spring of 2020, the City conducted a study that examined the benefits and costs of DASH going fare-free, in addition to means-tested free or discounted programs for low-income individuals on both DASH and WMATA services.

The study identified a variety of benefits to going fare free, including expanding access to opportunities for low-income individuals, improving ease of boarding, and reducing barriers to taking transit. Of all the various fare options examined in the study, it was determined that free fares on DASH would have the greatest benefit for the most people and the most low-income people, while also having the lowest administrative burden.

The study projected DASH ridership increasing from nearly three million annual trips in FY22 to just under 6.5 million trips in FY25 with a fare-free program. Considering both foregone fare revenue and the capital and operating costs of collecting fares, the costs range from $2.6 million ($2.2 million over the status quo) in FY22 to $5.5 million ($5.0 million over status quo) in FY25. These cost increases account for ridership returns post-covid and ridership gains from the New DASH Network and free fares.

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 29, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION
                   PLANNING

SUBJECT: AGENDA ITEM #9 – ELECTRONIC MEETING POLICY ADOPTION

ISSUE: Consideration of policy for electronic (virtual) and hybrid in-person/electronic meetings for Transportation Commission

RECOMMENDATION: That the Transportation Commission approve the proposed electronic meeting policy.

BACKGROUND: Due to the COVID-19 Pandemic emergency, Board and Commission meetings were able to be held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 and Section 4-0.01(g) in HB29 and HB30, enacted by the 2020 Virginia General Assembly (Virginia Acts of Assembly Ch. 1283 and 1289).

City Council encouraged boards and commissions to transition to in-person meetings by July 2021, meaning at least a quorum of the public body in person and having staff and the public attend in person. A draft electronic meeting policy (Attachment 1) was provided for boards and commissions to adopt. In June 2021, Transportation Commission provided a letter to City Council expressing concerns about returning to in-person meetings without appropriate technology being provided to allow hybrid meetings.

Though the City is working on implementing additional audio and video technology in additional meeting spaces to allow for hybrid virtual/in-person meetings, currently the only space available for hybrid meetings is the City Council Chambers. The City Council workroom, where Transportation Commission typically meets for in-person meetings, is not yet equipped with technology to allow hybrid meetings. Additional staffing may also be required to assist with conducting hybrid meetings.

Due to the rise in COVID-19 cases in late Summer 2021, on September 14, City Council extended the City's state of emergency to January 31, 2022, allowing virtual meetings to

continue to be conducted if the Chair and Staff Liaison determine it is not safe to have an in-person meeting.

DISCUSSION: A draft electronic meeting policy is provided in Attachment 1. Adopting this policy will allow Transportation Commission to conduct hybrid in-person/electronic meetings when necessary.

ATTACHMENTS:
Attachment 1: DRAFT Electronic Meeting Policy

Item 9
Attachment 1:

City of Alexandria Transportation Commission
DRAFT Electronic Participation Policy

The following policy is established for members' remote electronic participation in Transportation Commission meetings due to:

1. A personal matter
   a. On or before the day of a meeting, the member shall notify the Chair that the member is unable to attend the meeting due to a personal matter. The member must identify with specificity the nature of the personal matter.
   b. A quorum of the Commission must be physically assembled at the primary or central meeting location.
   c. The Chair may approve or disapprove the request for electronic participation. If the absent member's remote participation is disapproved because such participation would violate this policy, the basis for the disapproval shall be recorded in the Commission's minutes. The decision shall be based solely on the criteria in this policy, without regard to the identity of the member or matters that will be considered or voted on during the meeting.
   d. The Commission shall record the specific nature of the personal matter and the remote location from which the absent member participated in the Commission's minutes.
   e. Participation by the absent member due to a personal matter shall be limited in each calendar year to: (1) two (2) meetings or (2) 25% of the meetings held rounded up to the next whole number, whichever is greater, of the Transportation Commission.
2. A member's temporary or permanent disability or other medical condition or a family member's medical condition that requires the member to provide care for such family members, thereby preventing the member's physical attendance
   a. On or before the day of a meeting, the member shall notify the Chair that the member is unable to attend the meeting due to the member's temporary or permanent disability or other medical condition that prevents his or her physical attendance or a family member's medical condition that requires the member to provide care for such family members, thereby preventing the member's physical attendance.
   b. A quorum of the Board must be physically assembled at the primary or central meeting location.
   c. The Commission shall record the fact of the member's disability or other medical condition or a family member's medical condition that requires the member to provide care for such family members, thereby preventing the member's physical attendance, and the remote location from which the absent member participated in the Commission's minutes.
3. For any remote participation, the Commission shall make arrangements for the voice of the absent member or members to be heard by all persons in attendance at the meeting location.

MEMORANDUM

DATE: SEPTEMBER 29, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION
                    PLANNING

SUBJECT: AGENDA ITEM #11 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. New DASH Network and Fare Free

Beginning September 5, DASH implemented the first phase of the Alexandria Transit Vision Plan, known as the New DASH Network, which includes route and service changes that affect all DASH passengers. Coinciding with this major bus service overhaul, all DASH service has become FARE FREE. This new network represents a reduced, cost-neutral version of the Final 2022 ATV Plan that the ATC Board of Directors adopted in December 2019. The full recommendations and service increases that were included in the Final 2022 ATV Plan will be proposed incrementally in FY 2022 and FY 2023, as outlined in the FY 2022 – FY 2027 Alexandria Transit Company TDP. DASH and City staff had a presence at many stops the week before and after the change to alert riders to the changes and inform them of their new options.

B. Grants Update

In June, the Transportation Commission endorsed two grant applications that, due to various circumstances, the City is no longer advancing.

1. **NVTA 70% Application.** The City intended to apply for funds to expand the dedicated right-of-way available for Metroway and other associated improvements. NVTA has since determined that the Alexandria portion of the Metroway project is no longer in Transaction, and therefore the project is ineligible for this round of NVTA funds.

   Instead, the City plans to apply for funding for the following two projects:

- The design for South Van Dorn Street between Metro Road and McConnell Avenue, including bridges over the rail tracks and Backlick Run, to support the West End Transitway and improve bicycle and pedestrian facilities
- Construction of the Holmes Run Trail Bridge at North Morgan Street to replace the fair-weather crossing just north of Morgan Street with a bridge

Staff will request endorsements for these applications from the Transportation Commission in October or November 2021.

2. **Transportation Alternatives Set-Aside Program application for intersection improvements near schools.** After the application period opened, VDOT informed staff of a new requirement for cost estimates and conceptual designs. Because this information came so late in the application process, staff did not have time to meet these requirements before the deadline.

On September 29, Council will be informed that the staff are working on a new grants process for transportation projects to increase transparency, ease of engagement, and support more comprehensive planning. The Transportation Commission will discuss the proposed process in November, before it is finalized. To increase transparency, T&ES staff has created a Transportation Funding webpage to outline the grant application process and inform residents of proposed projects.

C. King Street Station Bus Loop

The City of Alexandria started service to new permanent bus bay locations along the new King St-Old Town Metrorail Station bus loop on Sunday, September 5, 2021. The final bus loop configuration includes new bus bays at all existing stops along the station façade, plus the addition of three bays located on a newly constructed island.

The new bus bay assignments replaced those used during the interim operation period that began in June 2021 and will include stops for the new DASH routes being launched as part of the New DASH Network. In addition, MetroAccess/DOT Paratransit service also received a new permanent location within the bus loop and ceased service to the temporary stop on Cameron Street. The new bus bay assignments can be found on the project website.

The new bus loop was constructed as part of the King Street Metrorail Station Access Improvement Project and designed to increase the efficiency of bus operations, vehicle spacing, and reducing customer wait times when boarding or exiting buses. Each new bus bay will feature digital real-time arrival screens and a new real-time kiosk display will be located near the station entrance. The new Kiss & Ride, taxi, carshare and shuttle zones along Diagonal Road, as well as additional crosswalk improvements will be completed this Fall.

D. Duke Street *in Motion*

The Duke Street *In Motion* project, looking at Bus Rapid Transit (BRT) improvements on the Duke Street Corridor, has completed the initial public engagement outreach effort. The team

received over 1,800 responses to the online Feedback Form in June and July, which greatly surpassed our goal of 500. The project team is compiling the data and will be releasing the summary report this fall.

The project's next step is to create draft Goals and Vision Statements based on comments from the community. The City is currently engaging a design/engineering team to use the community input and vision to develop concept alternatives. The community will have the opportunity to weigh in on the project Goals and Vision statements and participate in the design planning process.